IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-17 Canceled

18. (Currently Amended) A method for indirect tire pressure monitoring, the method comprising:

learning test variables (DIAG, SIDE, AXLE), which describe rotational movements of wheels;

learning at least one torsion natural frequency fp for at least one tire from oscillation behavior of individual tires wherein during the learning

(1) initially only a rough position of the torsion natural frequency fp is determined ~~in a wide frequency range, such as a frequency range of roughly 20 hertz to roughly 60 hertz, with a coarse frequency resolution, such as a frequency resolution of approximately 1 hertz~~, and

(2) subsequently a range is defined around the ~~approximate~~ position of the torsion natural frequency fp, in which a precise position of the torsion natural frequency fP is determined with a ~~fine~~ frequency resolution <u>that is at least twice a first frequency resolution of the rough position of the torsion natural frequency fp</u> ~~, such as with a frequency resolution of approximately 0.5 hertz~~;

determining at least one shift of the torsion natural frequency ΔfP from at least one actually determined torsion natural frequency and from the at least one learnt torsion natural frequency; and

combining rolling circumference differences (ΔDIAG, ΔSIDE, ΔAXLE) with the at least one shift of the torsion natural frequency Δfp in a joint warning strategy for detecting and warning of tire inflation pressure loss.

19. (Previously Presented) A method according to claim 18, wherein either of the learning operations is not started until an automatically or manually generated signal (reset).

20. (Previously Presented) A method according to claim 18, wherein one of the learning operations is executed while the tires heat up or cool down.

21. (Previously Presented) A method according to claim 20, wherein a complete heating or cooling of the tires is detected from a uniform increase or reduction of the torsion natural frequencies fp of all tires to an almost constant final value.

22. (Previously Presented) A method according to claim 20, wherein a change of an outside or ambient temperature is evaluated with respect to the heating or cooling of the tires.

23. (Canceled)

24. (Previously Presented) A method according to claim 20, wherein a length of a vehicle immobilization time allows obtaining information about a condition of the tires.

25. (Previously Presented) A method according to claim 18, wherein one of the learning operations is executed in several different speed intervals, or wheel torque intervals, or lateral acceleration intervals.

26-27. (Canceled)

28. (Previously Presented) A method according to claim 18, wherein a warning regarding tire inflation pressure loss is issued when at least one rolling circumference difference (∆DIAG, ∆SIDE, ∆AXLE) or at least one shift of the torsion natural frequency ∆fP exceeds a previously fixed coarse threshold.

29. (Previously Presented) A method according to claim 18, wherein a warning regarding tire inflation pressure loss is issued when the shifts of the torsion natural frequencies ∆fP of all wheels exceed a previously fixed fine threshold.

30. (Previously Presented) A method according to claim 18, wherein a warning regarding tire inflation pressure loss is issued when at least one rolling circumference difference (∆DIAG, ∆SIDE, ∆AXLE) as well as at least one shift of the torsion natural frequency ∆fP exceeds previously fixed fine thresholds.

31. (Previously Presented) A method according to claim 30, wherein a warning regarding tire inflation pressure loss is issued only when the correlation between the rolling circumference differences (∆DIAG, ∆SIDE, ∆AXLE) and the shifts of the torsion natural frequencies ∆fP exceeds a predetermined limit value which indicates tire inflation pressure loss with an appropriate likelihood.

32. (Previously Presented) A method according to claim 18, wherein in a joint warning strategy, the thresholds of the rolling circumference differences (∆DIAG, ∆SIDE, ∆AXLE) for warning of tire inflation pressure loss are adapted depending on the shift of the torsion natural frequency ∆fP.

33. (Previously Presented) A method according to claim 18, wherein in a joint warning strategy, the thresholds of the rolling circumference differences (ΔDIAG, ΔSIDE, ΔAXLE) for warning of tire inflation pressure loss are adapted depending on the shift of the torsion natural frequency ΔfP and on the correlation between the rolling circumference differences (ΔDIAG, ΔSIDE, ΔAXLE), and on the shifts of the torsion natural frequency ΔfP.